

REMARKS:

In the foregoing amendments, claim 8 was amended to correct an editorial error in the response filed May 15, 2006. Claims 7 was canceled in the response filed on May 15, 2006. In the Official action mailed February 15, 2006, claims 5, 6 and 9 were allowed. Claim 8 was indicated as containing allowable subject matter, but objected to as being dependent upon rejected claim 3. Claims 10 and 11 were added in the response filed on May 15, 2006. Accordingly, claims 1-4, 10 and 11 are pending in the application at this time for consideration by the examiner. Applicant respectfully submits that these claims are in condition for allowance for the reasons set forth in the response filed May 15, 2006. These reasons are repeated below, including the correction of typographical and editorial errors contained therein.

Claims 1 and 3 were rejected under 35 U.S.C. §102(b) as being anticipated by JP 11-030164 of Imamichi *et al.* (JP '164). Claims 2 and 4 were rejected under 35 U.S.C. §103(a) as being unpatentable over JP '164 in view of JP 2668026 (JP '026). These rejections were set forth on pages 2 and 3 of the Official action mailed February 15, 2006. Applicant respectfully submits that the inventions defined in claims 1-4, 10 and 11 are patently distinguishable from the teachings of JP '026 and/or JP '164 within the meaning of 35 U.S.C. §102(b) or 35 U.S.C. §103(a).

It appears that JP '164 proposes separately injecting fuel spray 5 and fluid spraying 7, as shown in Fig. 1 therein, into a combustion chamber. Such

teachings appear to correspond to the related art method 2) discussed on page 4, lines 17-20, of applicant's specification disclosure, and therefore, these teachings suffer the same deficiencies of this method that is discussed in the present specification disclosure. Namely, the fuel and water are rarely dispersed uniformly in the combustion chamber. As shown, for example, in figure 1 of JP '164, a separate fluid spray 7 and fuel spray 5 result from the structure shown therein. This causes a local combustion field where the particles of the fuel are not microscopically covered with inert vapor, which results in an increase in the temperature to a high level within this local combustion field. As a result, the formation of nitrogen oxides cannot be sufficiently diminished.

Claims 10 and 11 (newly added in the response filed on May 15, 2006) further define that the fuel injection nozzle includes an injection port, that the fuel passage includes a fuel inlet port at an end thereof, and that the gap is provided at least between the injection port and the fuel inlet port, which arrangement and structure are also not contemplated or suggested by the teachings of JP '164. The teachings of JP '026 do not cure or rectify the aforesaid deficiencies of JP '164.

For the foregoing reasons, applicant respectfully requests that the examiner reconsider and withdraw the rejection of claims 1-4 over JP '164 and JP '026 as set forth in the outstanding Office action.

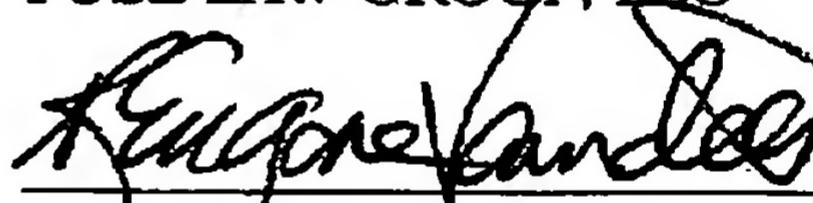
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Based on the above, a formal allowance of claims 1-4, 10 and 11, together with allowed claims 5, 6, and 9 and allowable claim 8, is respectfully requested. While it is believed that all the claims in this application are in condition for allowance, should the examiner have any comments or questions, it is respectfully requested that the undersigned be telephoned at the below listed number to resolve any outstanding issues.

In the event this paper is not timely filed, applicant hereby petitions for an appropriate extension of time. The fee therefor, as well as any other fees which may become due, may be charged to our deposit account No. 50-1147.

Respectfully submitted,  
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